

**CITY OF EL PASO, TEXAS  
AGENDA ITEM  
DEPARTMENT HEAD'S SUMMARY FORM**

**DEPARTMENT:** Streets and Maintenance

**AGENDA DATE:** July 10, 2018

**CONTACT PERSON/PHONE:** Richard Bristol, Director, Streets and Maintenance (915) 212-7015

**DISTRICT(S) AFFECTED:** All Districts

**STRATEGIC GOAL:** **No. 7: Enhance and Sustain El Paso's Infrastructure Network**

**SUBJECT:**

Presentation and discussion regarding staff recommendations to revise the Neighborhood Traffic Management Program (NTMP).

**BACKGROUND / DISCUSSION:**

During a July 11, 2017 Special City Council meeting, staff was directed to bring forward a proposal on what measures staff would recommend to revise the Neighborhood Traffic Management Program.

**SELECTION SUMMARY:**

N/A

**PRIOR COUNCIL ACTION:**

July 11, 2017 – City Council directs staff to bring forward recommendations to simplify NTMP.

**AMOUNT AND SOURCE OF FUNDING:**

Account No: N/A  
Funding Source: N/A  
Amount: \$0

**BOARD / COMMISSION ACTION:**

N/A

\*\*\*\*\*REQUIRED AUTHORIZATION\*\*\*\*\*

**DEPARTMENT HEAD:**



Richard Bristol, Director, Streets and Maintenance



# Streets and Maintenance Department

## ***Proposed Revisions To The Neighborhood Traffic Management Program (NTMP)***

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## Challenges with Present NTMP Policy

**NTMP is a Safety Program requiring timely responsiveness to calm traffic on qualified streets**

- The current program prioritizes physical and robust improvements requiring design and construction over installation of speed cushions
- The time period for a qualified street to receive safety improvements can be substantial – in many cases up to several years
- A qualified street can be “bumped” on the list when another new qualified street is prioritized higher - further extending applicants waiting period
- Current qualifying criteria evaluates speed and traffic volumes but does not include crash analysis
- Current program does not include a process for removal of physical modifications



## Proposed Revision

### For Qualified Streets – Two-Tier Traffic Calming Approach

- **Tier 1 – Primary Process (*Most Streets*)**

- Speed Cushions – local residential streets, residential collector streets
- Speed Feedback Signs – residential collector streets

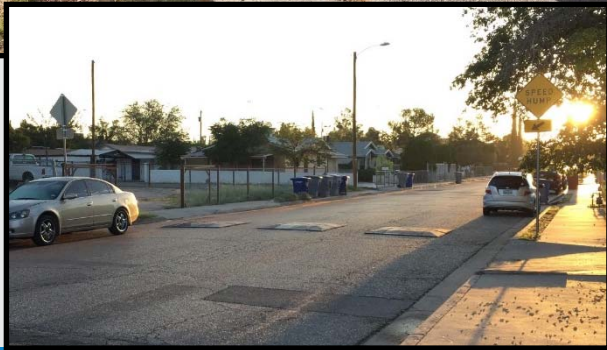
*Estimated implementation is approximately 8 – 10 months*

- **Tier 2 – Capital Project Robust Improvements**

- Applicants/neighborhoods that opt out of Tier 1 option, with staff concurrence
- Where Tier 2 is recommended by Traffic Engineering staff



## Tier 1 Traffic Calming Example







## Tier 2 Traffic Calming Example





# Proposed Revision

## Eligibility Criteria

Criteria	Current	Proposed
<b>Petition</b>	Petition signed by $\frac{2}{3}$ of residential households along subject street/block	No Change
<b>Development on Street</b>	Development along street is primarily low-density residential	No Change
<b>Street Classification</b>	Street classification must be residential or collector (not arterial)	No Change
<b>Travel Lanes</b>	No more than one moving lane of traffic in each direction	No Change
<b>Traffic Volumes</b>	<i>Between 1,000 and 7,500 vehicles per day</i>	<i>Between 500 and 7,500 vehicles per day</i>
<b>Speed Limit</b>	<i>30-35 MPH</i>	<i>20-35 MPH</i>
<b>Traffic Study Results</b>	<i>85th percentile speed must meet or exceed 35 MPH</i>	<i>15% of traffic meets or exceeds 5 MPH over posted speed limit</i>
<b><i>Crash Rate (New)</i></b>	<i>N/A</i>	<i>A crash rate that is at least 25% above El Paso baseline rate (may substitute for traffic study criteria)</i>

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## Crash Rate Explanation

### What is a Crash Rate?

The combination of crash frequency (crashes per year) and vehicle exposure (volume) results in a crash rate.

*Where this criteria is utilized, the rate will be compared to the El Paso residential street baseline crash rate. When the crash rate is at least 25% higher than the baseline rate, this criteria will be considered to be met.*

*In process of being established through traffic engineering analysis.*





## Proposed Revision

### New Removal Process

#### **Tier 1 Installations (speed cushions and speed feedback signage)**

- Signatures from 2/3 of property owners immediately affected by the installation, within 100 yards of the installation

#### **Tier 2 Installations (robust improvements)**

- Signatures from 2/3 of property owners immediately affected by the installation, within 100 yards of the installation
- Requires City Council approval



## Present NTMP Program Budget

### 2012 Street Infrastructure Capital Plan – \$5 Million Programmed

Projects Completed	Programmed for Construction	Programmed for Design & Construction
<b>\$2,870,716</b>	<b>\$500,000</b>	<b>\$1,629,284</b>
<ul style="list-style-type: none"><li>• Anise</li><li>• Breckenridge</li><li>• Catnip</li><li>• Dale</li><li>• Franklin Hills</li><li>• Havenrock</li><li>• Kerbey</li><li>• Loma Verde</li><li>• Regulus</li><li>• Round Rock</li><li>• Solano</li><li>• 36 streets with speed cushions (Citywide)</li></ul>	<ul style="list-style-type: none"><li>• Deer</li></ul>	<ul style="list-style-type: none"><li>• Paducah</li><li>• Mauer</li><li>• Gene Torres</li><li>• Henry Phipps</li><li>• Scott Simpson</li></ul>



## Qualified but Unfunded NTMP Streets

#	Application No.	District	Street	Limits from	Limits to
1	NTMP 16-450	3	BEATRIX	Alameda	Josephine
2	NTMP 17-461	2	APOLLO	US 54	Diana
3	NTMP 17-465	1	BROADMOOR*	Thunderbird	Pinehurst
4	NTMP 17-475	8	MEDINA	Medina	Delta
5	NTMP 17-493	5	TIERRA MINA	Pebble Hills	Tierra Mision
6	NTMP 17-487	6	ROSEWAY	Pendale	Zaragoza
7	NTMP 18-496	1	IMPERIAL RIDGE	Redd	Sun Ridge
8	NTMP 18-503	6	JIM FERRIEL	George Dieter	Leroy Bonse
9	NTMP 18-504	7	WHITTIER	Alameda	Independence
10	NTMP 18-502	5	TENAHA	Proud Eagle	Running Deer
11	NTMP 14-361	7	TREY BURTON	George Dieter	Chito Samaniego
12	NTMP 18-510	6	PENDALE	Roseway	Old County Road
13	NTMP 18-511	7	JANWAY	Springwood	Causeway
14	NTMP 15-398	1	RIM*	Brown	Scenic
15	NTMP 15-383	1	LOS CERRITOS*	Bandolero	Thunderbird

\* Opted out of speed cushions...requesting robust improvements.

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## NTMP Implementation

*Ninety-four NTMP-qualified streets have received physical traffic calming since 2008.*

- 2008 – 2016: 69 Streets
  - Average of 7.6 streets a year
  
- 2017: 25 Streets



# Questions and Comments

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